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ESTABLISHED 1857.



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[35]

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[227]

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Hongkong, 26th October, 1908. [222]

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33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the
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Hongkong, 27th January, 1910. [1103]

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SURGEON DENTIST.
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TERMS VERY MODERATE
Consultation Free.
Hongkong, 21st September, 1905. [1171]

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9.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
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8.45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.
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7.30 a.m. to 10.30 a.m. Every 15 minutes.
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General Managers.
Hongkong 16th June, 1911. [223]

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Length on Keel-Blocks. Breadth at Entrance on Keel-Blocks. Depth of Water
Keel-Blocks. on Bottom. on Keel-Blocks.
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[a1085]

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Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 40 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,345 square yards, or 15.15 acres. Custom-house brokerage and insurance undertaken. Rates moderate. Meeting Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses. [a733]

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PLAYS FOR AMATEUR ACTORS.

JUGGLING SECRETS, Goldstein.

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[a24]

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[a24]

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HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT]

LONDON, December 12th.
POLITICAL RUOTES.

Following this resignation of Mr. Balfour from the leadership of the Opposition in the Commons comes the persistent report that owing to failing health, Lord Lansdowne is to hand over the reins in the Lords to the hands of a younger and more robust Conservative leader. If that decision had come at the beginning of the summer it is probable that Lord Curzon would have been given the position without any opposition, but much water has flowed under the bridge since then. Lord Curzon had himself pushed into the Lords when he came from India and it is said there was a renewed pushfulness about his election to a cardinal this year. Anyway there is a good deal of feeling among his fellow peers. I hear that his Oxford reputation has still good grounds for quotation:

"My name is George Nathaniel Curzon."

I am a most superior person."

They are not fond of him, so today there are two competitors, whether by accident or design. Both are Imperialists with real colonial experience—Lord Balfour, the ex-High Commissioner in South Africa, and Earl Grey, the recently returned Governor-General of Canada. Both are men of ability and tact, and though the Earl of Selborne may perhaps be the harder hitter on the platform, Earl Grey has real ideas about social reform, and just now the younger bloods of the party are keen to formulate a social programme with which to meet Lloyd-George's window-dressing on more equal terms. There is not likely to be any actual appointment for some time, but I have little doubt the report as to Lord Lansdowne's retirement is substantially correct.

THE FIRST LORD OF THE ADMIRALTY.

That other stirring personality, the one and only Winston, is making things hum at the Admiralty, biding all his faculties, and they are admittedly considerable, to the task of making our navy efficient and dominating, without causing the taxpayer to kick. He is said to have been in consultation with Lord Charles Beresford, and anyway it is a striking fact that the braver Admiral has said for kinder and more hopeful things of Winston than he is said to do of the head of the Admiralty in Parliament. Winston, by the way, is said to have abandoned his earlier ambition to be Chancellor of the Exchequer. Lloyd George has put the pace fairly high in that department for a successor to live up to. So now it is the Premiership that Winston aims at. And when Mr. Asquith steps down, as he is said to desire, when the present programme is disposed of, he may get it. No doubt if the choice had to be made now Lloyd George would have first call, but he is not loved by all on his own side, and those critics are never weary of comparing him disparagingly with Winston, extolling the latter's wonderful grasp of detail, his developed sense of responsibility, his adaptability and what not. There would certainly be reactions if that materialised, but if the next election puts Mr. Bonar Law at the head of affairs and there is a fair interval in opposition, it is by no means impossible that the next Liberal Premier may be the man who once had such many times among the vultures of South Africa.

RESTRICTIONS ON DOCTORS.

There is a great outcry just now among the doctors over the rigid regulations that are imposed by the General Medical Council on members of the profession. Not only do they prosecute anyone practising under a foreign diploma but also they have before the Council any member of the profession who advertises or acts for a concern that advertises in any way connected with their assistance. Thus a Dr. Wallis has just been struck off the list because he was connected with the London Quack and Veterinary Institute, and reference was made to him in some of the advertisements. Now if a doctor writes articles, gives interviews, sends letters to the papers or otherwise gets his name before the public, that is regarded as all right, but to advertise openly and without deception is regarded as the blackest shame, and out he has to go. That is an attitude not understood by many of our foreign visitors, and at present there seems to be a growing opinion among the medical men themselves that although there are advantages to the profession in reasonable rules and regulations to safeguard the dignity of it and check the charlatans, still this last prosecution of Dr. Wallis is indefensible if considered on logical grounds.

THE POST OFFICE SAVINGS BANK.

The greatest success of a government department for some time has been found in the new home savings bank set up by the Post Office Savings Bank. The Postmaster-General, Mr. Herbert Samuel, was up in the North some time ago and was struck by the success of home savings boxes among the children of Manchester, Sheffield, and elsewhere, so he determined to make such boxes a part of the postal bank system. These have just been issued and in a week the supply has been exhausted. The keys are kept at the Post Office and the little safes, looking something like a padlock, made of gun metal and decorated with the arms of the Post Office, are taken home to be gradually filled. When that has been accomplished they are taken to the Post Office again, when the safes are opened and the contents are placed to the depositor's credit in the Savings Bank.

GERMANY AND THE UNITED STATES.

It is stated that a big commercial "deal" is being arranged by Germany and the United States will be for the trade of this country if carried out. **Aeromarine**—Sir Willard Laufer's defeat in Canada was known, says this correspondent, and reciprocity was thrust out of the domain of American-Canadian politics, the

Washington government turned its eyes in another direction. Whether the first overtures came from Berlin or Washington is not known, but at any rate the United States and Germany seem to have lost hardly a moment before entering in the negotiation. It is hoped by this means to establish reciprocal relations between the two Powers. The "conversations" so far have been of quite an informal nature, but there is every reason to believe that the authorities at Washington and Berlin "mean business". Should the negotiations be carried through to a successful issue, their inevitable result must be to handicap the manufacturers of the United Kingdom very seriously in overseas markets in which at present they are able to operate on an equality with their competitors.

THE BRITISH SQUADRON IN CHINESE WATERS.

Says the naval correspondent of the *Standard*: "It is fitting to devote a note to the withdrawal of our ships from the China Station with the proviso that we have a very definite alliance with Japan, which is sometimes held to justify what has been done. In this connection it should be noted that the alliance with Japan has not been made by the people of Australia as an excuse for abandoning the construction of a considerable fleet; nor did we prevent the people of New Zealand from presenting a Dreadnought to the Empire in 1909, on condition that it should be maintained in the Far East. The facts are worth thinking over. Seven years ago, when the Japanese Navy comprised only six completed battleships, the British China Squadron consisted of five battleships and two armoured cruisers. Since 1904, thanks to the new construction and successive war, the Japanese fleet has been increased to fifteen battleships and fourteen armoured cruisers, and in the same period the British force in the Far East has been reduced from five battleships and two armoured cruisers to three armoured cruisers only. In 1906 we had thirteen destroyers on the station; now we have only six. Vessels of exactly the same type as those which were withdrawn in 1907 as "unuseful factory" are now being returned to the station, not, however, as additions, but to replace the old craft. When the 9,800-ton armoured cruiser *Bedford* was lost on this station in 1909, we sent to take her place the 4,800-ton protected cruiser *Newcastle*. The former vessel carried fourteen six-inch guns; the latter has two six-inch and ten four-inch. It is curious to note that although Britain appears to play a good deal of confidence in the alliance, Japan is in no hurry to do so. Two dreadnoughts are approaching completion, and no fewer than five—a programme equal to our own—have been laid down or ordered this year. In which connection it may be recalled that Mr. Satomi Kato, described as an expert on all international and naval subjects and as being in touch with the highest authorities in Japan, declared in the course of an article in the "Navy League Annual" for 1909 that, whether allowed or disallowed, Japan's insistent aspiration is to be mistress of the Pacific. With this in view, Japan has no cause to complain of the withdrawal from the Pacific of five British battleships."

THE LIVERPOOL-HONGKONG MAIL SERVICE.

There was issued last month as a Parliamentary paper [329] a copy of the contract dated November 11 between His Majesty's Postmaster-General and the Canadian Pacific Railway Company for the conveyance of mails between Liverpool and Hongkong, together with a copy of the Treasury Minute thereon dated December 2. The contract provides for an extension for two years from April 1, 1911, of the contract of October 12, 1908, subject to certain small modifications, including the insertion, at the instance of the Canadian Government, of a new clause providing for the free conveyance of Canadian Trade Commissioners. It provides for a mail service once in every three weeks during the summer and once in every four weeks during the winter season, in each direction by way of Liverpool and Halifax, St. John, Quebec, or Rimouski and Vancouver. The subsidy is at the rate of £45,000 per annum.

JAPAN'S FINANCIAL OUTLOOK.

Mr. Arthur H. King, writing from the London *Morning Post* last month said:—

"Your Tokyo Correspondent, in his interesting article on 'The Financial Outlook in Japan,' refers to an increase in Japan's indebtedness from £220,000,000 in 1907 to £260,000,000 at the present time. May I be permitted to point out that this increase is more apparent than real, inasmuch as it includes the purchase money for the whole of the railway system of Japan, formerly of the *Trade Commissioners*. The working property of private companies, the working of these railways not only suffices to pay the interest charges on the purchase money, but shows a surplus, and this purchase money, amounting to some £47,000,000, can therefore hardly, with fairness, be taken into account when estimating the net liabilities of the State."

May I allow me for this item it will be found it is far from having increased within the period mentioned the net indebtedness of Japan has diminished by some £7,000,000. Is there any other first-class Power—European or otherwise—which the same can be said?"

WANE OF ATHLETICS.

The youth of the nation at the present moment are far more inclined to devote themselves to games such as golf and hockey than to train for contests of strength or swiftness. But does this necessarily mean a relaxation of fibre? In other words, are the demands of golf or hockey less exacting? We do not think so, says *Country Life*. Anyone interested must be aware of the fact that the average speed of these games is not only sufficient to pay the interest charges on the purchase money, but shows a surplus, and this purchase money, amounting to some £47,000,000, can therefore hardly, with fairness, be taken into account when estimating the net liabilities of the State."

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Laufer's defeat in Canada was known, says this

correspondent, and reciprocity was thrust out of the domain of American-Canadian politics, the

LOCAL SPORT.

HONG KONG CLUB ALLEY BOWLING

The following details of the Alley Bowling for 1911 will be of interest:—

Highest score for the year	J. Hooper	900
2nd	P. H. Wolff	893
3rd	"	895
Best average	"	788.86
Best score on No. 1 Alley	"	275
"	G. A. Woodcock	276
"	S. P. Warbrook	229
"	J. Hooper	300
* For 92 rolls.		

SCORES OF 900 AND OVER.

J. Hooper	900 (over)
P. R. Wolff	893
J. Hooper	895
J. Keen	878
P. Kunze	876
S. P. Warbrook	858
H. Hunter	857
H. Humphreys	856
F. Matson	854
H. G. Bagwell	853
D. W. Treadam	852

ORDER ACCORDING TO AVERAGES.

ROLLS, AVERAGES.

P. R. Wolff	92	788.8
J. Hooper	76	774.2
"	29	761.1
S. P. Warbrook	52	72.8
H. G. Bagwell	5	718.1
H. Humphreys	90	714.4
G. A. Woodcock	1	700
H. Hunter	79	666.8
T. H. King	4	689.7
P. Kunze	93	687.5
G. A. Woodcock	11	683
P. W. Goldring	51	669.2
G. C. Hutchinson	19	668.6
F. Matson	48	644.5
D. W. Treadam	20	637.7
C. H. Gale	50	635.9
G. S. Arbuthnott	4	634.5
R. F. Barber	54	634.7
A. B. Pollock	16	635.6
Major	5	635.5
H. Heathcote	11	630.6
C. V. S. Shrimpton	38	627.3
J. R. Wood	22	626.2
A. P. H. Ronchetto	47	625.2
F. Bidder	40	620.2
H. G. Bignell	46	617.3
F. N. Taylor	26	617.7
J. W. C. Bonnar	2	617
Lieut. Stopford	42	595.4
A. Madge	3	593.3
F. Finlayson	3	588.4
F. Wilde	6	580
Jones Hughes	5	577.5
A. F. Pander	2	566.4
D. K. Moss	4	565.8
C. M. Weilman	4	558.5
H. Scott	10	541.1
L. C. Rees	6	539.5
B. Woodcombs	1	535
A. A. Ritchie	32	525.1
C. Jam	1	520
R. F. Long	3	517
E. Halifax	1	498
W. Archibald	9	493.3
R. Crawford	3	491.7
Mukhi	5	478
E. Gill	10	453.3
G. W. Jeffries	7	453.3
Thos	1	415
C. N. M. Hamilton	12	413
D. E. Clark	1	398
D. W. Kraft	4	391
C. Wakefield	1	364
F. Darby	1	374
F. Sorby	2	267

RUGBY.

The first round of the Rugby Challenge Cup will commence on Saturday with a match Navy v. H.K.F. Club on the Club Ground at 4.15.

SOLDIERS ON THE MARCH.

THE PACE OF BRITISH INFANTRY.

Colonel Seely, in giving recently in the House of Commons an interesting comparison of the ages of troops, said that the marching powers of young British soldiers, carrying their equipment, at the instance of the Canadian Government, of a new clause providing for the free conveyance of Canadian Trade Commissioners. It provides for a mail service once in every three weeks during the summer and once in every four weeks during the winter season, in each direction by way of Liverpool and Halifax, St. John, Quebec, or Rimouski and Vancouver. The subsidy is at the rate of £45,000 per annum.

This statement in a London paper says, "we've made in the recent years a marked improvement in the marching of the Infantry. It has been one of the remarkable features in recent years, and is largely due to the progressive training established by General Sir John French. There are probably no troops in the world who can march so far and so fast as the British Infantry of to-day, and certainly no troops receive such severe tests in manoeuvres as our own men."

The following are examples of the powers of Infantry in daily marches with halts of a few minutes performed under the command of Lieutenant-General Sir Horace Smith-Dorrien and others in recent manoeuvres:

1st Infantry Brigade 30 miles

2nd and 3rd Infantry Brigades (with Artillery) 23

5th and 6th Infantry Brigades 31

1st Dorsetshire Regiment 33

1st Grenadier Guards 35

1st Cheshire Regiment 30

Some Border Camp Battalions 30

Most of these marches were along Gloucestershire, Wiltshire, and Oxfordshire roads, the best of them taking place in the last manoeuvres but one. In these marches, it will be noticed, whole brigades of 2,500 men and not single battalions of 600 only, achieved these feats and the remarkable point is that the number of those who fell out was an almost insignificant quantity.

March discipline and all that goes with it has been much improved, and the old senseless route marching which had no objective in front of it has been supplanted by marches having a tactical object to interest the men.

This advance in recent years may be realised from the fact that the length of an average march is laid down under normal conditions for a large column as 15 miles a day, whilst small bodies of seasoned troops may under favourable conditions cover as much as 25 miles.

Infantry, as a rule, march 98 yards per minute, or 18 minutes per mile. This with halts means three miles an hour. However, these figures have been left behind since 1909, and cannot any longer be said to represent the field service pace of our troops.

THE DURBAR.

GORGESES SCENES.

GRAPHIC DESCRIPTION OF THE HISTORIC CEREMONY.

DURBAR, DECEMBER 12TH.

STANDING ON THE FLAGSTAFF TOWER AND LOOKING OVER THE VAST ARAY OF TENTS THAT NOW

COVERS THE BAWARI PLAIN, IT IS JUST POSSIBLE

TO DISGULP THE OUTLINES OF THE DURBAR

THE DURBAR.

(Continued from Page 1.)

purple robe, a surcoat of purple, with white satin breeches and silk stockings, the collar of the Order of the Garter and the Star of the Order of the Star of India. On his brow was the Imperial crown, consisting of a band of diamonds, studded with four large emeralds and four large sapphires. Above this band were four crosses paterae with ruby centres, alternated by four fleurs-de-lys with emerald centres. From these sprang eight diamond arches supporting the orb, or monde, which was surmounted by a Maltese Cross in diamonds, with a large square emerald in the centre. His cap was of purple velvet, turned up with ermine. The dress of the Queen Empress was of white satin, embroidered with a design of gold roses, thistles and shamrocks, with a border of lotus flowers. The Star of India was embroidered in front of the dress and the robes were of purple velvet, trimmed with an ermine border and gold braid. Her orders were the Garter and the Crown of India, and a diamond and emerald diadem glittered on her exquisitely fair hair. Diamonds and emeralds encircled her neck. Before seating themselves Their Imperial Majesties bowed graciously to the right and to the left, in response to the renewed plaudits that rang through the amphitheatre.

THE DURBAR OPENED.

Sir Henry MacMahon, the Master of the Ceremonies, now approached the sovereign and craved leave to open the Durbar. His Imperial Majesty having intimated his assent the clarion notes of the trumpets rang out again and a great roll of drums went up from the Massed Bands. The Durbar was now open. The King Emperor having announced his intention of addressing the assemblage, rose, and taking a roll of manuscript prepared to deliver the message that all India has been waiting with an eager expectancy buttressed by confidence. He stood, a slight figure, full of dignity and firmness, yet within there was that air of intimacy and personal charm which King George the Fifth infuses into the most stately ceremony. His crown resplendent with many faceted gems, his robes swept back from his shoulders in rich purple folds, the emblems of the most cherished Order of chivalry in Christendom, the Garter, snatched the sun's rays and gave them back in full measure. Beside him stood the Queen Empress, a regal figure of ineffable splendour and power, her exquisite fairness seeming the embodiment of the spirit of western womanhood illuminating the Orient. Bearded native officers, impulsive of mien, their breasts aglow with the tokens of many fights, their embroidered coats and turbans stiff with gold held aloft the eastern emblems of royalty, the fringed chhatris, the mawards of peace-feathers, the suraj and the chowri of flaxen yak's tails, or firmly grasped golden maces surmounted by the English symbol of sovereignty, the Crown. On the right of His Imperial Majesty, and a little to the rear, stood the great servant of the Crown to whom the King Emperor has entrusted the governance of his Indian peoples, and who has already earned their confidence; behind were grouped their fascinated pages, the officers of his household, and the Staffs. Facing him were twelve thousand of the elect of the Indian Empire—the chosen officers who are responsible under the Crown, for the good government of a fifth of the human race. The Feudatories and Chiefs to whom Providence has committed the care of seventy millions of people, a large company of English ladies and of bright eyed Indian women behind the veil. The troops stood silently to arms; the huge throng on the Spectator's Mound thought—if we could only know, how much easier the task of the governance of India would be?

KING EMPEROR'S SPEECH.

The almost painful silence was broken by the first words of the Imperial Message. Full, rich, resonant, they gripped his audience instantly and held it entranced. The King Emperor is one of the finest speakers of the English language, yet never has his wonderful voice carried further than when it bore, from horn to horn of the semi-circle, the wise and simple words of his speech, charged with such vibrant earnestness and sympathy. His Majesty spoke as follows:

"It is with genuine feelings of thankfulness and satisfaction that I stand here to-day among you. This year has been to the Queen Empress and myself one of many great ceremonies and of an unusual, though happy, burden of toil. But in spite of time and distance, the grateful recollections of our last visit to India have drawn us again to the land which we then learned to love and we started with bright hopes on our long journey to revisit the country in which we had already met the kindness of a home. In doing so, I have fulfilled the wish, expressed in my message of last July, to announce to you in person my Coronation, celebrated on the 22nd of June, in Westminster Abbey, when by the Grace of God the Crown of my forefathers was placed on my head with solemn form and ancient ceremony. By my presence with the Queen Empress I can also impress to our hearts the welfare and happiness of the Indian Empire.

"It is, moreover, my desire that those who could not be present at the solemnity of the Coronation should have the opportunity of taking part in its commemoration at Delhi. It is a sincere pleasure and gratification to myself and to the Queen Empress to behold the vast assemblage, and in it my Governors and trusty officials, my great Princes, the representatives of the people, and delegations from the military forces of my Indian Dominion. I shall receive in person with heartfelt satisfaction the homage and allegiance which they loyally desire to render.

"I am deeply impressed with the thought that a spirit of sympathy and affectionate goodwill unites the Princes and people with me on this historic occasion. In token of these sentiments I have decided to commemorate the event of my coronation by certain marks of my special favour and consideration, and these I will later on today cause to be announced by the Governor-General to this assembly.

"Finally, I rejoice to have this opportunity of renewing to my own people those assurances which have been given you by my revered predecessors of the maintenance of your rights and privileges and of my earnest concern for your welfare, peace and contentment. May the Divine favour of Providence watch over my people and assist me in my utmost endeavour to promote their happiness and prosperity."

To all present, Feudatories and subjects, I tender my loving greetings.

The sonorous tones ceased. There was a momentary pause, for the Message, and the simple directness of the closing passage, spoken from the heart, had aroused emotions which struggled for expression. Then a spontaneous tribute of homage, the assembly rose and broke into a volume of cheering again and again renewed.

CEREMONY OF HOMAGE.

Now commenced the ceremony of the homage, the formal public acknowledgment of allegiance. His Excellency the Governor-General approached the Throne, bowed, drew nearer, bowed again, then finally advanced, made deep obeisance and returned to his seat. He was followed by His Excellency the Commander-in-Chief, and the ordinary members of the Governor-General's Executive Council in a body. Then came the Ruling Chiefs in political relations with the Government of India and the Agents to the Governor-General and Residents in territorial order. His Highness the Nizam of Hyderabad, distinguished as usual by the Spartan severity of his attire, was in the van, by virtue of his position as ruler of the Premier Native State, followed by H. H. the Maharan of Mysore and H. H. the Maharan of Kashmir. Rajputana led the Territorial Chiefs, succeeded by Central India, Baluchistan, and the picturesque representatives of Sikkim and Bhutan. Followed the representatives of British India, Sir Lawrence Jenkins, Chief Justice, and Justice of the Peace, and all the members of the High Court of Bengal, and the members of the Governor-General's Legislative Council. His Excellency the Governor of Madras was succeeded by his Executive Council, the Ruling Chiefs in political relations with the Governor of Madras and the Provincial Representatives of Madras and the Province of Bihar and Orissa. This precedent was followed throughout the Durbar.

It was a very long ceremony, lasting nearly an hour, for the introduction of the new feature which is the distinguishing note of this Durbar, the formal and distinct place of the representatives of British India, both at the State Entry where they received Their Imperial Majesties on the Ridge, and at the Durbar where they joined in the homage, protracted the proceedings.

It gave us space, however, to ponder on the significance of His Imperial Majesty's message, and the interval was bridged by the playing of Schubert's "Ave Maria" and other soft music by the Massed Bands.

Owing to the length of the proceedings the attention of the spectators, even immediately in front of the Shaniwaras, was apt to wander from the constant stream of Chieftains to the Massed Bands again crashed out the familiar strains of the National Anthem, the troops presented arms, and all stood silently, respectfully. Barely had the last bars of the Anthem died down than Boom! From the steel throats of a six gun Battery broke out the first stages of a Royal Salute of a hundred and one guns. Thrice whilst the salvoes were rending the air from three points outside the arena, the Gunners paused in their task, whilst the honour of saluting the King Emperor was taken up by the troops. The *feu de joie* broke into sound at the entrance to the arena, died to the faintest whisper as it ran in splits of fire along the line to the King's Camp, then rippled back, first like a purring brook, growing stronger and stronger until it rasped out like an angry sea on the Cheshire Beach. The guns sank into inaction: the troops stood at ease. A fresh phase of the Durbar was now begun.

Once more the Heralds and the Trumpeters raised their clarions to their lips and blew a silvery blast. His Excellency the Governor-General and Lady Hardinge followed, with the Minister in attendance, Lord Crewe, His Highness the Duke of Teck, and the Misses of the Robes, the Duchess of Devonshire, then, after an interval, the other members of the suite. A quiver went round the amphitheatre as the vast audience sprang to its feet, and whilst the massed bands thundered out the strains of Frederic Cliffe's specially composed Coronation March, watched with strained eyes the regal procession, the embodiment of stately dignity, tread slowly the path to the Royal Pavilion and ascend the steps to the Thrones. On the topmost tier of the triple platform stood the Thrones. On the next platform were placed the Governor-General and Lady Hardinge, Lord Crewe, the Duke of Teck, with the Duchess of Devonshire, the Countess of Shropshire and the Honourable Venetia Baring. Lord and Lady Hardinge on the right, the others on the left, with the pages grouped around the Thrones. The Staffs had place on the next lowest platform. So were the King Emperor and Queen Empress seen of the people, facing the immense concourse on the Mound, wearing their flashing Crowns, robed in their Coronation Robes, surrounded by the Eastern and Western emblems of royalty, attended by the Imperial and constitutional Ministers of State, yet high above all. Something of the real significance of this moment seemed to dawn on these stately, if sturdy men of the North. They broke into a hoarse roar of acclamation, again and again renewed, before Their Imperial Majesties were seated.

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 5TH JANUARY, 1912.

8 a.m. "FATSHAN" ... 8 a.m. "HONAM"
10 p.m. "HONAM" ... 5 p.m. "KINSHAN."

SATURDAY, 6TH JANUARY, 1912.

8 a.m. "KINSHAN" ... 8 a.m. "FATSHAN"
5 p.m. "HONAM" ... 5 p.m. "HONAM."These steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to the Superior Saloon and Cabin Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sunday at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 7TH JANUARY.

The Company's Steamship "SUI AN."

will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure
from Macao at 5 p.m.N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 a.m.
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG" 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDOCHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 584 tons, and S.S. "NANNING" 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUL". These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Hongkong Hotel. [143]

PROJECTED HOMeward SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR STEAMERS DATE OF DEPARTURE

LONDON, ROTTERDAM & ANTWERP, "DENBIGHSHIRE" ... On 10th Jan.
LONDON, AMSTERDAM & ANTWERP, "MONMOUTHSHIRE" ... On 23rd Jan.
LONDON & ANTWERP ... "PEMBROKESHIRE" ... On 3rd Feb.All steamers have excellent accommodation for a limited number of First Class
Passengers. Cabins are situated amidships, and are fitted with electric light and fans.
Attention is directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., AGENTS.

Hongkong, 12th December, 1911.

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THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE ...	12th Jan. 1912	Sat'day, 6th Jan., 1912
ST. ALBANS ...	9th Feb.	3rd Feb.
EASTERN ...	23rd Feb.	Saturday, 2nd Mar.
ALDENHAM ...	23rd Feb.	Saturday, 16th Mar.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO., AGENTS.

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TOYO KISEN KAISHA
SAN FRANCISCO

TRANS-PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyer—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND 11,000 tons. (INTERMEDIATE)

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and

HONOLULU. San-tropical route—Daily tank sailing, cricket, baseball, dances and

free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western

Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver

WITHOUT CHANGE.

Through Standard Sleepers.

Dining Cars, Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New Lands, cities and scenes—hundred of miles through the gorgeous scenery of the

Sierras—Feather River Canyon and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers

and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for

Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

15, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJITAROEM	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJIBODAS	SHANGHAI	First half of Jan.	JAVA	First half of Jan.
TJIPANAS	JAVA	Second half of Jan.	JAPAN	Second half of Jan.
TJILATJAP	JAVA	First half of Feb.	SHANGHAI	First half of Feb.

SHIPPING

ARRIVALS

ABAH MAI, Japanese str., 2,025, Y. Nakawa, 4th June. Dairen 29th Dec. Coal—Mitsui Co.
ARTVANAS, British str., 4,000, J. W. Read, 4th January—Liverpool 21st Nov. General—Butterfield & Swire.
HADIAN, British str., 1,145, G. S. Roach, 4th Jan.—Cape Town 3rd Jan. General—Dowles, Leprek & Co.
HONGKONG, British str., 2,056, Kinghorn, 4th January—Singapore 27th Dec. General—Chinese.
HONKONG, French str., 709, A. Cornolsson, 4th Jan.—Nanking 31st Dec. General—A. R. Mair.
HOTTON, British str., 1,217, G. H. Hodder, 4th Jan.—Shanghai and Amoy 3rd January—Butterfield & Swire.
JOHNSON, Japanese str., 952, M. Ishii, 4th Jan.—Nanking and Hulow 2nd Jan. General—H. and General—Jensen & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE
4th January.
Hector, British str., for Swatow.
Hogger, British str., for Hulow.
Peking, British str., for Shanghai.
Siau, British str., for Hulow.
Tiancong, British str., for Shanghai.

AT THE REVENUE OFFICE
4th January.

HUANG, 100 ft. 10 in., for Swatow.

TANG MAAK, 100 ft. 10 in., for Kolo.

WENTWICH, 100 ft. 10 in., for Swatow.

AT THE SHIPYARD

For Passage from Shanghai. Mr. and Mrs. Lundy, Messrs. Lundy, Harris and Bousfield, proprietors.
For Passage from Japan. Prof. and Mrs. F. Purvis, Mrs. J. Takemoto, Miss L. Grawe, Capt. and Mrs. Voritz, Mr. E. Bailey, Mr. N. Meredith, Mr. Y. Nakazumi, Mrs. Yoshida and child, Miss Takemoto, Mr. Hsu, Mr. Nomura, Mr. Ushiro, Mr. B. Shima, Mr. S. Okada, Mr. and Mrs. A. N. Hunter, Miss K. Parker, Miss M. McLowell, Miss L. Forbes, Miss Y. K. Do, J. Bink, Hocum, J. Parsons, S. Wada, Y. Murakami, S. Tagai, Mrs. M. Kinney and Master Kishio.

LATEST STEAMER MOVEMENTS.

The C.P.R. Co.'s str. *Monteagle* arrived at 10 a.m. on the 4th inst., and left again at midnight same day for Yokohama, where she is due to arrive at 4 p.m. on the 5th inst.

PASSED THE CANAL

December 1st—*Dardanelles, Cunarder Maru*, *Nagoya*, *Steam Suez-Sinop Fista*, 5th—*Adriatic, Balclutha, Buelow, Canton, Invincible, Padding, Padron, Aman*, 8th—*Ajaccio, Cunard Kuro Maru*, 12th—*Carmarthenshire, Jersey, Malta, Tanga Maru*, 15th—*Balticoya, Kuro Maru, Satsuma, Tenebachi*, Welsh Prince, York, 19th—*Adriatic, Burdwan, Hindostan, Iskandar*, 22nd—*Erroll, Godet, Sachsen, Sydenham, Proteus, Svera*, 29th—*Achilles, Astur, Crotal, Flushing, Ghermanovitch, Kuro Maru, Kurogo, Namura Maru, Parrot, Spera, Thesaurus, Tormac, Vandia, Baron Pafic, Vicentis*, January 2nd—*Derbyshire, Læther*.

ARRIVALS AT HOME

January 2nd—*Nereus, Aetna*.

VESSELS ON THE BERTH

FOR SHANGHAI

THE P. & O. S. N. Co.'s Steamship
"DELTA," Captain E. P. Martin, R.N.R., will leave for Shanghai TOMORROW, the 6th inst., at 1 p.m. For Freight or Passage, apply to E. A. HEWETT, Superintendent, Hongkong, 3rd January, 1912.

FOR SHANGHAI, KOBE AND MOJI

"JAPAN," Captain A. Stewart, will be despatched for the above Ports on TUESDAY, the 9th inst., at 1 p.m. The Steamer has superior accommodation for Passengers, is fitted throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN

(Occupying 20 Days). The Steamer leaves about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan. Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120.

FOR FREIGHT OR PASSENGERS, APPLY TO

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 4th January, 1912.

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SOCIETÀ NAZIONALE DI SERVIZI MARITTIMI

STEAM FOR BOMBAY, via SINGAPORE AND PENANG. Having connection with Company's Mail Steamers to Port Said, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AFRICAN, LEVANTINE and SOUTH AMERICAN Ports up to CALTAG. (Taking Cargo at through route to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI," Captain Figari, will be despatched as above on SATURDAY, the 13th inst., at Noon.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 4th January, 1912.

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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green I* and to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED	
LONDON, &c., via USUAL PORTS OF CALL	DEVANIA	Brit. str.	—	W. R. Hickay	P. & O. S. N. Co.	To-morrow, at Noon.	
LONDON, ROTTERDAM & ANTWERP	DEBDENSHIRE	Brit. str.	—	R. A. Peters	JARDINE, MATHEWS & CO., LTD.	On 10th inst.	
LONDON & ANTWERP via SINGAPORE, &c.	SYRIA	Brit. str.	—	Mass	HAMBURG-AMERICA LINE	On 29th Feb.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	SPEZIA	Ger. str.	k. w.	Boldt	HAMBURG-AMERICA LINE	On 13th inst.	
HAVRE, ROTTERDAM, HAMBURG & ANTWERP, &c.	BRASILIA	Ger. str.	k. w.	Bush	HAMBURG-AMERICA LINE	On 4th Feb.	
HAVRE, BREMEN & HAMBURG, &c.	DORTMUND	Ger. str.	k. w.	Raus	HAMBURG-AMERICA LINE	On 25th Feb.	
HAVRE, ROTTERDAM & HAMBURG, &c.	SILEMIA	Ger. str.	k. w.	Brat	HAMBURG-AMERICA LINE	On 17th inst. at D'light.	
HAVRE, BREMEN & HAMBURG, &c.	AMBIA	Ger. str.	k. w.	R. Takada	NIPPON YUSEN KAISHA	On 23rd inst. at D'light.	
HAVRE, BREMEN & HAMBURG, &c.	ITO MARU	Ger. str.	k. w.	Donat	HAMBURG-AMERICA LINE	On 23rd inst. at D'light.	
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SENOIA	Ger. str.	k. w.	H. Fraser	NIPPON YUSEN KAISHA	On 23rd inst. at D'light.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	BIRUNI MARU	Ger. str.	k. w.	Stehr	HAMBURG-AMERICA LINE	On 23rd inst. at D'light.	
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SAXONIA	Ger. str.	k. w.	Irizarra	OSAKA SHOSEN KAISHA	On 14th inst. at Noon.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	ACANDA MARC	Ger. str.	k. w.	F. v. Bizer	OSAKA SHOSEN KAISHA	On 24th inst. at 11 A.M.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TAZOMA MARU	Ger. str.	k. w.	Chinak	NISSON YUSEN KAISHA	On 30th inst. at Noon.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	AWA MARU	Ger. str.	k. w.	Sander	NISSON YUSEN KAISHA	On 22nd inst. at 3 A.M.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	PRINZ LUDWIG	Ger. str.	k. w.	DODWELL & CO., LTD.	NISSON YUSEN KAISHA	On 19th inst. at 5 P.M.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	PERSEIA	Ans. str.	—	CANADIAN PACIFIC R. CO.	NISSON YUSEN KAISHA	About 12th inst.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	BOHEMIA	Ans. str.	—	THE BANK LINE, LIMITED	NISSON YUSEN KAISHA	On 27th inst. at 7 A.M.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	DACRE CASTLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	NISSON YUSEN KAISHA	On 9th inst.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	PACIFIC MAIL S.S. CO.	NISSON YUSEN KAISHA	On 23rd March, at Noon.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	SUVERIC	Brit. str.	2 m.	TOYO KASSEN KAISHA	NISSON YUSEN KAISHA	To-day, at 1 P.M.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	MONTAGUE	Brit. str.	2 m.	MELCHERS & CO.	NISSON YUSEN KAISHA	On 12th inst. at 1 P.M.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	PERSIA	Brit. str.	—	SANDER, WIELER & CO.	NISSON YUSEN KAISHA	On 19th inst. at Noon.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	PRINZ ALBERT	Ans. str.	—	DODWELL & CO., LTD.	NISSON YUSEN KAISHA	On 19th inst. at 5 P.M.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TSINGTAU, WEIHAIWEI & CHEFOO	Ans. str.	—	CANADIAN PACIFIC R. CO.	NISSON YUSEN KAISHA	About 9th inst.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	KUINKIANG	Brit. str.	1 m.	H. Bremer	NISSON YUSEN KAISHA	On 18th inst. at 11 A.M.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	KOSHI MARU	Brit. str.	1 m.	T. Sekine	NISSON YUSEN KAISHA	On 17th inst. at Noon.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TSINGTAU	Brit. str.	1 m.	VAN D. Jalinik	NISSON YUSEN KAISHA	On 11th inst. at Noon.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	KUINKIANG	Brit. str.	1 m.	T. Sado	NISSON YUSEN KAISHA	Quick despatch	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TSINGTAU, KOBE & YOKOHAMA	Brit. str.	1 m.	E. P. Martin, R.N.R.	NISSON YUSEN KAISHA	On 9th inst. at 4 P.M.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TSINGTAU, KOBE & YOKOHAMA	Brit. str.	1 m.	J. B. Harris	NISSON YUSEN KAISHA	To-day.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TSINGTAU, KOBE & YOKOHAMA	Brit. str.	1 m.	Spencer Wilde	NISSON YUSEN KAISHA	NISSON YUSEN KAISHA	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TSINGTAU, KOBE & YOKOHAMA	Brit. str.	1 m.	A. Stewart	NISSON YUSEN KAISHA	NISSON YUSEN KAISHA	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TSINGTAU, KOBE & YOKOHAMA	Brit. str.	1 m.	W. C. Passmore	NISSON YUSEN KAISHA	NISSON YUSEN KAISHA	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TSINGTAU, KOBE & YOKOHAMA	Brit. str.	1 m.	J. S. Roach	NISSON YUSEN KAISHA	NISSON YUSEN KAISHA	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TSINGTAU, KOBE & YOKOHAMA	Brit. str.	1 m.	J. W. Evans	NISSON YUSEN KAISHA	NISSON YUSEN KAISHA	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TSINGTAU, KOBE & YOKOHAMA	Brit. str.	1 m.	T. H. Lishman	NISSON YUSEN KAISHA	NISSON YUSEN KAISHA	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TSINGTAU, KOBE & YOKOHAMA	Brit. str.	1 m.	M. C. Smith	NISSON YUSEN KAISHA	NISSON YUSEN KAISHA	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TSINGTAU, KOBE & YOKOHAMA	Brit. str.	1 m.	S. C. Crosby	NISSON YUSEN KAISHA	NISSON YUSEN KAISHA	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TSINGTAU, KOBE & YOKOHAMA	Brit. str.	1 m.	V. Zupri	NISSON YUSEN KAISHA	NISSON YUSEN KAISHA	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TSINGTAU, KOBE & YOKOHAMA	Brit. str.	1 m.	J. Tocino	NISSON YUSEN KAISHA	NISSON YUSEN KAISHA	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TSINGTAU, KOBE & YOKOHAMA	Brit. str.	1 m.	E. J. Todd	NISSON YUSEN KAISHA	NISSON YUSEN KAISHA	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TSINGTAU, KOBE & YOKOHAMA	Brit. str.	1 m.	G. F. Hudson	NISSON YUSEN KAISHA	NISSON YUSEN KAISHA	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TSINGTAU, KOBE & YOKOHAMA	Brit. str.	1 m.	F. Sembl	NISSON YUSEN KAISHA	NISSON YUSEN KAISHA	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TSINGTAU, KOBE & YOKOHAMA	Brit. str.	1 m.	E. de Catalano	MESSAGERIES MARITIMES	NISSON YUSEN KAISHA	

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD, BREMEN

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAM

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	4 P.M.	Freight and Passage.
Capt. E. P. Martin, R.N.R.	6th Jan.		
LONDON VIA USUAL PORTS	DEVANHA	Noon	See Special
OF C.I.C.	Capt. W. R. Hickey	6th Jan.	Advertisement
LONDON AND ANTWERP	PE. SYRIA	About	Freight and Passage.
VIA SINGAPORE, PE. SINGAPORE	Capt. R. A. Peters	10th Jan.	
NANI, COLOMBO, PORT SAID AND MARSEILLES			
SHANGHAI, MOJI, KOBE, SOKOTRA AND YOKOHAMA	Capt. G. J. Coldwell	About	Freight only.
		12th Jan.	

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th January, 1912.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAI PHONG (HIOHNG for Mails only)	SINGAN	On 5th Jan., 10 A.M.
SHANGHAI	ANHUI	6th Jan., M'night
SWATOW, AMOY & SHANGHAI	KANCHOW	7th Jan., D'light
MANILA, CEBU & ILLOIO	KAIFONG	On 9th Jan., 4 P.M.
TANGT'U, WEIHAIWEI & CHEFOO	CHUKIANG	On 9th Jan., 4 P.M.
SHANGHAI	CHENAN	On 11th Jan., 4 P.M.
	LINAN	On 13th Jan., M'night
DIRECT SAILINGS TO WEST RIVER	LINTAN	Twice Weekly.
SS. "LINTAN" and S.S. "SANU"		
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried throughout.		
REDUCED FARES		
MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING."		
SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through to all Yunnan and Northern China Ports.		
Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.		
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.		
REDUCED FARES-SINGLE \$45..... RETURN \$75.		
BUTTERFIELD & SWIBB, AGENTS.		

For Freight, Passage apply to

Hongkong, 5th January, 1912.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING

HAIYAN	Capt. J. W. Evans	SUNDAY, 7th Jan., at 10 A.M.
HAICHING	Capt. W. C. Passmore	THURSDAY, 11th Jan., at 11 A.M.
HAITAN	Capt. J. S. Roach	SUNDAY, 14th Jan., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAITAN" Capt. J. S. Roach ... | FRIDAY, 5th Jan., at 11 A.M. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 4th January, 1911.

HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
DEUTSCHE DAMPFSSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via SINGAPORE and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargos at Through Rates to all European, North Continental and British Ports also Trieste, Lisbon, Oporto, Marsella, Genoa, and other Mediterranean Levantine, Black Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR	STEAMERS	TO SAIL
FOR HAVRE, ROTTERDAM, HAMBURG & ANTWERP	S.S. BR. SILLIA	11th Jan.
S.S. AMBRIA	19th Jan.	FOR HAVRE, BREMEN & HAMBURG
S.S. GOLDENFELS	28th Jan.	S.S. DORMUND
S.S. SUEVIA	5th Feb.	FOR MARSEILLES, ROTTERDAM & HAMBURG
S.S. BELGRAVIA	26th Feb.	S.S. EGOVIA
S.S. SACHSEN	8th March.	FOR HAVRE, ROTTERDAM & HAMBURG
S.S. C. FERD. LAEISZ	30th March.	S.S. SAMBIA

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 5th January, 1912.

10

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	TING SANG	Friday, 5th Jan., D'light.
SINGAPORE, PENANG & CALCUTTA	L. ISANG	Saturday, 6th Jan., Noon.
MANILA	WING SANG	Saturday, 6th Jan., 2 P.M.
SHANGHAI, KOBE AND MOJI	HANG SANG	Tuesday, 9th Jan., D'light.
SHANGHAI, KOBE AND MOJI	NAM SANG	Friday, 19th Jan., Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAM SANG" and "FOOK SANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargos through Bills of Lading to Yantze River, Tsingtao, Weihaiwei, Chefoo, Tientsin and Newchwang.

Taking Cargos on Through Bills of Lading to Kudat, Labuan, Datau, Simporna, Tawau, Suluhan Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

or Freight or Passage, apply to JARDINE, MATHISON & CO., LTD.,

GENERAL MANAGERS.

Hongkong, 2nd January, 1912.

15

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 19th Jan., at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 16th Feb., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 8th March, at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 15th Mar., at Noon.

+ Triple Screw, turbine engines.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

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Brunsbiga

THE CALCULATING MACHINE!

Brunsbiga

Calculates in 4 Seconds:

95876 x 3989 = 382,449,364.

For every Calculation! More than 18,000 in use.

General Agent for Hongkong and China

HUGO C. A. FROMM,
4, QUEEN'S BUILDINGS, 3RD FLOOR. TEL. NO. 960.
Hongkong, 3rd January, 1912.

Obtainable from Local

Stock at:

\$220.

HUGO C. A. FROMM,
HONGKONG,
4, Queen's Buildings,
Telephone No. 960.

Hongkong, 3rd January, 1912.

[48-15]

Hoehl

Extra Dry

gout américain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 3rd January, 1912.

[48-22]

POST OFFICE NOTICE

The Empire of India, with the Canadian and Siberian Mails, left Shanghai on Tuesday, the 2nd inst., at 7 p.m. and may be expected here to-day, at 10 a.m.

The Delta, with the English Mail, left Singapore on Sunday, the 31st ult., at 6 p.m. and may be expected here to-morrow, at 6 a.m. This packet brings news and mail from London for despatch by the air sea route on the 29th November, and for despatch overland on the 5th December.

Swallow

and Bangkok

Manila, Cebu and Iloilo

Hoochow and Haifong

(Taking Mails for Pukhoi)

Saigon

Hoochow and Pakhoi

(By Courtesy of the Commander)

Swallow

SHANGHAI, NAGASAKI, KORE, YOKOHAMA,
MOSCOW AND SAN FRANCISCO

SIBERIAN MAIL TO EUROPE

Macao

Saigon

Moi

Moj

Pakhoi and Haiphong

Singapore, Penang and Calcutta

Latavia, Cheribon, Sansrang, Somabaya

and Macassar

EUROPE, &c., INDIA VIA TUTICORIN...

(Late Letters 11.00 A.M. to Noon)

Extra Postage 10 cents)

(Supplementary mail on board up to the

time fixed for departure of the mail

Extra Postage 10 cent)

(Letters posted in all the Pillar Boxes in

time for the first clearance will be

included in this contract mail)

The Parcel mail will be closed to

day, at 5 P.M.

Manila, Cebu and Iloilo

Macao

SHANGHAI

(SIBERIAN MAIL to EUROPE)

Swallow and Delli

Swallow, Ameey and Shanghai

Shanghai

(SIBERIAN MAIL to EUROPE)

Swallow, Ameey and Pooleh

Macao

Shanghai

Swallow

Singapore, Penang and Calcutta

Korea and Moji

Shanghai, Kowai and Chofo

Tsinan, Cebu and Iloio

Manila, Cebu, Iloilo, Timor, Port Darwin,

Thursday Island, Cucktown, Cairns,

Townsville, Brisbane, Sydney, Hobart,

Launceston, New Zealand, Dunedin, Mel-

bourne, Adelaide, Perth and Fremantle)

EUROPE, &c., INDIA VIA TUTICORIN...

(Late Letters 11.00 A.M. to 11.30 A.M.)

Extra Postage 10 cents)

(Letters posted in all the Pillar Boxes in

time for the first clearance will be

included in this contract mail)

Manila, Mangarin, Iloilo and Cebu

Swallow, Ameey and Wooweh

Shanghai

Singapore, Penang and Calcutta

Kobe

Singapore, Penang and Bombay

COMMERCIAL.

CLOSING QUOTATIONS.

January 4th.

ON LONDON.—Telegraphic Transfer 1.104
Bank Bills, on demand 1.107
Bank Bills, at 30 days' sight 1.108
Bank Bills, at 4 months' sight 1.108
Credits, at 4 months' sight 1.108
Documentary Bills 4 months' sight 1.11Bank Bills, on demand 2.352
Credits, at 4 months' sight 2.39

ON PARIS.—On demand 1.912

Bank Bills, on demand 1.458

Credits, at 60 days' sight 1.468

ON BOMBAY.—Telegraphic Transfer 1.39
Bank, on demand 1.394ON CALCUTTA.—Telegraphic Transfer 1.39
Bank, on demand 1.394ON SHANGHAI.—Bank, at sight 1.74
Private, 30 days' sight 1.75

ON YOKOHAMA.—On demand 1.91

ON MANILA.—On demand 1.91

ON SINGAPORE.—On demand 1.79

ON BATAVIA.—On demand 1.12

ON HAIPHONG.—On demand 1.7, p.m.

ON SAIGON.—On demand 1.11

ON BANGKOK.—On demand 1.11

SOVEREIGN, Bank's Buying Rate \$10.65

GOLD LEAF, 100 fine, per tael 1.5643

BAR SILVER, per oz. 2.54

SUBSIDIARY COINS.
Per cent.
Chinese 20 cents pieces 25.37 discount

Chinese 10 " 25.60 "

Hongkong 20 " 25.14 "

Hongkong 10 " 25.35 "

THE CIGARETTES OF DISTINCTION

Bouton Rouge

and Felucca



A LUXURY TO

THE MAN

OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



[29]

SHARE LIST.—QUOTATIONS. HONGKONG, JANUARY 4th, 1912.

STOCKS. NO. OF SHARES. VALUE PAID UP CLOSING QUOTATIONS CASH.

BANKS.—Hongkong & Shanghai Bank Corporation 120,000 \$125 all 1.872, buyers £1.00 £60.10/-

China Borneo Company, Limited 60,000 \$12 all 1.872, buyers £1.00 £60.10/-

China Light and Power Company, Limited 50,000 \$11 all 1.81.20, buyers £1.00 £60.10/-

China Provident, Loan & Mortgage Co., Ltd. 200,000 \$10 all 1.81.20, buyers £1.00 £60.10/-

COTTON MILLS.—Ewe Cotton Spinning & Weaving Co., Ltd. 20,000 Tls. 50 all 1.74.83

Hongkong Cotton Spinning Co., Ltd. 125,000 Tls. 50 all 1.74.83

International Cotton Manufacturing Co., Ltd. 10,000 Tls. 50 all 1.74.83

Laou-Keng-Mow Co. Spinn. & Weaving Co., Ltd. 5,000 Tls. 50 all 1.74.83

Soy Chee Cotton Spinning Co., Limited 20,000 Tls. 50 all 1.74.83

Dairy Farm Company, Limited 40,000 Tls. 50 all 1.74.83

DOCKS AND WHARVES.—Hongkong & Kowloon Wharf & Co., Ltd. 60,000 \$55 all 1.855, buyers £1.00 £60.10/-

Hongkong and Whampoa Dock Co., Ltd. 50,000 \$55 all 1.855, buyers £1.00 £60.10/-

New Ameey Dock Co., Limited 10,000 \$55 all 1.855, buyers £1.00 £60.10/-

Shanghai Dock and Engineering Co., Ltd. 65,700 Tls. 50 all 1.75.51

Shanghai and Hongkong Wharf Co., Ltd. 36,000 Tls. 50 all 1.75.51

Green Island Cement Co., Limited 400,000 \$70 all 1.83.50, buyers £1.00 £60.10/-

Hongkong and China Gas Co., Limited 60,000 \$70 all 1.83.50, buyers £1.00 £60.10/-

Hongkong Electric Co., Limited 12,000 \$60 all 1.82.11

Hongkong Hotel Company, Limited 8,000 \$60 all 1.81.19

Manila Metropole Hotel Limited 15,000 Pa. 10 all 1.82.05

Manila Metropole Hotel Limited 60,000 \$60 all 1.82.05

Hongkong Ice Company, Limited 60,000 \$60 all 1.82.05

Hongkong Ropeway Manufacturing Co., Limited 18,000 \$60 all 1.82.05

Hongkong & South China Steam Fisheries Co., Ltd. 15,000 \$60 all 1.82.05

INSURANCES.—Canton Insurance Office Co., Limited 10,000 \$250 all 1.8190, buyers £1.00 £60.10/-

China Fire Insurance Co., Limited 20,000 \$250 all 1.8129, buyers £1.00 £60.10/-

China Traders Insurance Co., Limited 24,000 \$250 all 1.8108

Hongkong Fire Insurance Co., Limited 8,000 \$250 all 1.8355, buyers £1.00 £60.10/-

North China Insurance Co., Limited 12,400 \$250 all 1.8145

Yangtze Insurance Association, Limited 12,000 \$250 all 1.8212, @ E1.73

LANDS AND BUILDINGS.—Hongkong Land Invest. Agency Co., Ltd. 50,000 \$100 all 1.81012, buyers £1.00 £60.10/-

Humphrey Estate and Finance Co., Ltd. 150,000 \$100 all 1.864, buyers £1.00 £60.10/-

Kowloon Land and Building Co., Ltd. 6,000 \$50 all 1.830, buyers £1.00 £60.10/-

Shanghai Land Investment Co., Limited 78,000 Tls. 50 all 1.8193

West Point Building Co., Limited 12,500 \$50 all 1.849, buyers £1.00 £60.10/-

Matachaspipi tot Mijn, Bosch-en Landbouw exploitatie in Langkat 25,000 Gds. 10 all 1.870, sales £1.00 £60.10/-

MINING.—Société Française des Charbres du Tonkin 16,000 Ecs. 250 all 1.8695

Raab Australian Gold Mining Co., Ltd. 200,000 Ecs. 250 all 1.833.85, sales £1.00 £60.10/-

Peak Tramways Co., Limited 25,000 Ecs. 250 all 1.832.00

Philipp